

Listing of the claims:

1. (Currently amended) An inverter buffer structure for a vehicle, comprising:
an inverter disposed in a compartment of the vehicle;
a radiator core support that constitutes a frame portion of the vehicle;
a buffer member that is disposed with an directly adjacent to the inverter in an engine compartment of the vehicle and provided and is disposed directly adjacent to the radiator core support, such that the buffer member is disposed between the inverter and [[a]] the radiator core support that constitutes a portion of a frame of the vehicle, wherein deflection of the radiator core support in a front-to-rear direction of the vehicle during a head-on collision of the vehicle causes engagement of the buffer member with the radiator core support and the inverter such that the buffer member reduces the amount of an incoming force that is applied to the inverter during the collision.
2. (Original) The inverter buffer structure of claim 1, further comprising a restraining means for restraining a lower surface of the buffer member in a front-to-rear direction of the vehicle.
3. (Original) The inverter buffer structure of claim 1, wherein the buffer member is supported by a bracket provided on the inverter itself.
4. (Currently amended) The inverter buffer structure of claim 3, wherein the bracket is positioned higher than an upper surface of the radiator core support such that the radiator core support does not engage the bracket during the collision, and an upper end of the buffer member is connected to the bracket, such that the buffer member extends downwardly from the bracket.
5. (Currently amended) The inverter buffer structure of claim 3 wherein a restraining means is provided to restrain a lower surface of the buffer member in [[a]] the front-to-rear direction of the vehicle, the restraining means having lower rigidity that the bracket such that the restraining means deforms more readily than the bracket during the collision.

6. (Currently amended) The inverter buffer structure of claim 3, wherein a ~~prescribed~~ an open space is provided between the buffer member and the inverter to allow movement of the buffer member with respect to the inverter in the front-to-rear direction of the vehicle during the collision.

7. (Currently amended) The inverter buffer structure of claim 6, wherein a restraining means is provided to restrain a lower surface of the buffer member in a front-to-rear direction of the vehicle, the restraining means having lower rigidity than the bracket such that the restraining means deforms more readily than the bracket during the collision.

8. (Currently amended) The inverter buffer structure of claim 7, wherein the bracket is positioned higher than an upper surface of the radiator core support such that the radiator core support does not engage the bracket during the collision, and an upper end of the buffer member is connected to the bracket such that the buffer member extends downwardly from the bracket.

9. (Canceled).

10. (Original) The inverter buffer structure of claim 1, wherein the inverter is located on a first side of the vehicle and an engine of the vehicle is located on a second side of the vehicle that is an opposite the first side.

11. (Original) The inverter buffer structure of claim 1, wherein the buffer member is a controller unit or an air intake part.

12. (Currently amended) A method of protecting an inverter of a vehicle, comprising:

disposing a buffer member directly adjacent to the inverter and a radiator core support that constitutes a frame portion of the vehicle such that the buffer member is disposed between the inverter and [[a]] the radiator core support ~~that constitutes a portion of a frame of the~~

vehicle, wherein deflection of the radiator core support in a front-to-rear direction of the vehicle during a head-on collision of the vehicle causes engagement of the buffer member with the radiator core support and the inverter such that the buffer member reduces the amount of an incoming force that is applied to the inverter during the collision.

13. (Original) The method of claim 12, wherein disposing the buffer member between the inverter and the radiator core support comprises connecting the buffer member to the inverter using a bracket.

14. (Currently amended) The method of claim 13, wherein disposing the buffer member between the inverter and the radiator core support comprises restraining a lower portion of the buffer member in a front-to-rear direction of the vehicle using a structure having lower rigidity than the bracket such that the structure deforms more readily than the bracket during the collision.

15. (Currently amended) The method of claim 13, wherein connecting the buffer member to the inverter using the bracket comprises positioning the bracket higher than the upper surface of the radiator core support such that the radiator core support does not engage the bracket during the collision, and an upper end of the buffer member is connected to the bracket, such that the buffer member extends downwardly from the bracket.

16. (Original) The method of claim 12, wherein disposing the buffer member between the inverter and the radiator core support comprises restraining a lower portion of the buffer member in a front-to-rear direction of the vehicle.

17. (Currently amended) The method of claim 12, wherein disposing a buffer member between the inverter and the radiator core support comprises providing ~~a prescribed~~ an open space between the buffer member and the inverter to allow movement of the buffer member with respect to the inverter in the front-to-rear direction of the vehicle during the collision.

18. (Currently amended) The inverter buffer structure of claim 6, wherein the

bracket is positioned higher than an upper surface of the radiator core support such that the radiator core support does not engage the bracket during the collision, and an upper end of the buffer member is connected to the bracket, such that the buffer member extends downwardly from the bracket.